

main wheels are assumed to contact the ground simultaneously.

(d) In addition to the loading conditions prescribed in paragraph (a) of this section, but with maximum vertical ground reactions calculated from paragraph (a), the following apply:

(1) The landing gear and directly affected attaching structure must be designed for the maximum vertical ground reaction combined with an aft acting drag component of not less than 25% of this maximum vertical ground reaction.

(2) The most severe combination of loads that are likely to arise during a lateral drift landing must be taken into account. In absence of a more rational analysis of this condition, the following must be investigated:

(i) A vertical load equal to 75% of the maximum ground reaction of § 25.473 must be considered in combination with a drag and side load of 40% and 25% respectively of that vertical load.

(ii) The shock absorber and tire deflections must be assumed to be 75% of the deflection corresponding to the maximum ground reaction of § 25.473(a)(2). This load case need not be considered in combination with flat tires.

(3) The combination of vertical and drag components is considered to be acting at the wheel axle centerline.

[Amdt. 25-91, 62 FR 40705, July 29, 1997; Amdt. 25-91, 62 FR 45481, Aug. 27, 1997]

§ 25.481 Tail-down landing conditions.

(a) In the tail-down attitude, the airplane is assumed to contact the ground at forward velocity components, ranging from V_{L1} to V_{L2} parallel to the ground under the conditions prescribed in § 25.473 with—

(1) V_{L1} equal to V_{SO} (TAS) at the appropriate landing weight and in standard sea level conditions; and

(2) V_{L2} equal to V_{SO} (TAS) at the appropriate landing weight and altitudes in a hot day temperature of 41 degrees F. above standard.

(3) The combination of vertical and drag components considered to be acting at the main wheel axle centerline.

(b) For the tail-down landing condition for airplanes with tail wheels, the main and tail wheels are assumed to contact the ground simultaneously, in

accordance with figure 3 of appendix A. Ground reaction conditions on the tail wheel are assumed to act—

(1) Vertically; and

(2) Up and aft through the axle at 45 degrees to the ground line.

(c) For the tail-down landing condition for airplanes with nose wheels, the airplane is assumed to be at an attitude corresponding to either the stalling angle or the maximum angle allowing clearance with the ground by each part of the airplane other than the main wheels, in accordance with figure 3 of appendix A, whichever is less.

[Docket No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-91, 62 FR 40705, July 29, 1997; Amdt. 25-94, 63 FR 8848, Feb. 23, 1998]

§ 25.483 One-gear landing conditions.

For the one-gear landing conditions, the airplane is assumed to be in the level attitude and to contact the ground on one main landing gear, in accordance with Figure 4 of Appendix A of this part. In this attitude—

(a) The ground reactions must be the same as those obtained on that side under § 25.479(d)(1), and

(b) Each unbalanced external load must be reacted by airplane inertia in a rational or conservative manner.

[Docket No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-91, 62 FR 40705, July 29, 1997]

§ 25.485 Side load conditions.

In addition to § 25.479(d)(2) the following conditions must be considered:

(a) For the side load condition, the airplane is assumed to be in the level attitude with only the main wheels contacting the ground, in accordance with figure 5 of appendix A.

(b) Side loads of 0.8 of the vertical reaction (on one side) acting inward and 0.6 of the vertical reaction (on the other side) acting outward must be combined with one-half of the maximum vertical ground reactions obtained in the level landing conditions. These loads are assumed to be applied at the ground contact point and to be resisted by the inertia of the airplane.

§ 25.487

The drag loads may be assumed to be zero.

[Docket No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-91, 62 FR 40705, July 29, 1997]

§ 25.487 Rebound landing condition.

(a) The landing gear and its supporting structure must be investigated for the loads occurring during rebound of the airplane from the landing surface.

(b) With the landing gear fully extended and not in contact with the ground, a load factor of 20.0 must act on the unsprung weights of the landing gear. This load factor must act in the direction of motion of the unsprung weights as they reach their limiting positions in extending with relation to the sprung parts of the landing gear.

§ 25.489 Ground handling conditions.

Unless otherwise prescribed, the landing gear and airplane structure must be investigated for the conditions in §§ 25.491 through 25.509 with the airplane at the design ramp weight (the maximum weight for ground handling conditions). No wing lift may be considered. The shock absorbers and tires may be assumed to be in their static position.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-23, 35 FR 5673, Apr. 8, 1970]

§ 25.491 Taxi, takeoff and landing roll.

Within the range of appropriate ground speeds and approved weights, the airplane structure and landing gear are assumed to be subjected to loads not less than those obtained when the aircraft is operating over the roughest ground that may reasonably be expected in normal operation.

[Amdt. 25-91, 62 FR 40705, July 29, 1997]

§ 25.493 Braked roll conditions.

(a) An airplane with a tail wheel is assumed to be in the level attitude with the load on the main wheels, in accordance with figure 6 of appendix A. The limit vertical load factor is 1.2 at the design landing weight and 1.0 at the design ramp weight. A drag reaction equal to the vertical reaction multiplied by a coefficient of friction of

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0.8, must be combined with the vertical ground reaction and applied at the ground contact point.

(b) For an airplane with a nose wheel the limit vertical load factor is 1.2 at the design landing weight, and 1.0 at the design ramp weight. A drag reaction equal to the vertical reaction, multiplied by a coefficient of friction of 0.8, must be combined with the vertical reaction and applied at the ground contact point of each wheel with brakes. The following two attitudes, in accordance with figure 6 of appendix A, must be considered:

(1) The level attitude with the wheels contacting the ground and the loads distributed between the main and nose gear. Zero pitching acceleration is assumed.

(2) The level attitude with only the main gear contacting the ground and with the pitching moment resisted by angular acceleration.

(c) A drag reaction lower than that prescribed in this section may be used if it is substantiated that an effective drag force of 0.8 times the vertical reaction cannot be attained under any likely loading condition.

(d) An airplane equipped with a nose gear must be designed to withstand the loads arising from the dynamic pitching motion of the airplane due to sudden application of maximum braking force. The airplane is considered to be at design takeoff weight with the nose and main gears in contact with the ground, and with a steady-state vertical load factor of 1.0. The steady-state nose gear reaction must be combined with the maximum incremental nose gear vertical reaction caused by the sudden application of maximum braking force as described in paragraphs (b) and (c) of this section.

(e) In the absence of a more rational analysis, the nose gear vertical reaction prescribed in paragraph (d) of this section must be calculated according to the following formula:

$$V_N = \frac{W_T}{A+B} \left[B + \frac{f\mu AE}{A+B+\mu E} \right]$$

Where:

V_N =Nose gear vertical reaction.

W_T =Design takeoff weight.